

October 26, 2020

Environmental Protection Agency Region 8
ATTN: Melisa Devincenzi
1595 Wynkoop Street
Denver, CO 80202-1129
Via email: Devincenzi.Melisa@epa.gov



Dear Melisa,

The City of Craig is pleased to submit this application for the EPA Brownfield Community Wide Assessment Grant (\$300,000). Our application includes responses to all threshold and ranking criteria as described within the application materials. The City of Craig will use the requested funds to support assessment of brownfield projects in the City's core. This funding will allow us to reduce threats to our citizens' health, welfare, and our environment; help create new jobs; increase tax base; eliminate blight; and stimulate our economy.

The City of Craig is working in earnest to actively turn our blight into productive real estate. Our proximity to Steamboat Springs, the current affordable value of our homes and the attraction of rural western Colorado real estate that is well connected to transportation and technology is becoming increasingly more attractive. Many things need to happen in concert as we look to correct the blight in our core commercial and residential areas. With the advent of the announcements from our major extractive and power generation industries in the Yampa Valley, our efforts are more critical than ever as we work to retool economically and as our community looks to address areas of concern. The City of Craig has many positive attributes and assets that can be leveraged to support positive, healthy growth and that is one of our major priorities. The paradigm shift that our community is facing is daunting, but the community is positive and working to meet the challenges we face.

Our vision is to reinvest in the people and properties in Craig's most blighted areas extending along Yampa Avenue and Victory Way, including Census Tracts 4 (Opportunity Zone) and Tract 5. One of our catalyst projects - redevelopment of the Depot and surrounding district - into a transit hub home to affordable housing options illustrates the vision we have for the future. We are passionate about helping assist the people who call Craig home, while repurposing our quality building stock to create an environment that is fertile ground for innovation.

1. Applicant Identification: City of Craig
300 W 4th Street
Craig, Colorado 81625-2713
DUNS number: 094162088 SAM CAGE Code: 3UFU2
2. Funding Requested
 - a) Grant Type: Community-wide Assessment
 - b) Federal Funds Requested: \$300,000. We are not seeking a site-specific waiver.
3. Location: City of Craig, Moffat County, Colorado.
4. Property Information for Site-Specific Proposals: This is a community-wide application.
5. Contacts

a) Project Director:

Peter Brixius
City of Craig
300 W 4th Street
Craig, Colorado 81625-2713
Phone: 970-826-2000
Email: pbrixius@ci.craig.co.us

b) Chief Executive:

Jarrold Ogden, Mayor
City of Craig
300 W 4th Street
Craig, Colorado 81625-2713
Phone: 970-826-2000
Email: jogden@ci.craig.co.us

6. Population The population of the City of Craig is 9,022 (2019 estimate, www.Census.gov).
7. Other Factors Checklist

Other Factors	Page
Community population is 10,000 or less.	1
The applicant is or will assist, a federally recognized Indian tribe or US territory.	
The priority brownfield site(s) is impacted by mine-scarred land.	
The priority site(s) is adjacent to a body of water (i.e., the border of the priority site(s) is contiguous or partially contiguous to the body of water, or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them).	
The priority site(s) is in a federally designated flood plain.	1
The reuse of the priority site(s) will facilitate renewable energy from wind, solar, or geothermal energy; or will incorporate energy efficiency measures.	3
30% or more of the overall project budget will be spent on eligible reuse planning activities for priority brownfield site(s) within the target area.	9

8. Letter from the State or Tribal Environmental Authority Please see the attached letter.

Thank you for your consideration of our grant application materials. We trust you will find them complete and worthy of an award.

Sincerely,

Jarrold Ogden, Mayor
City of Craig



COLORADO
Department of Public
Health & Environment

October 26, 2020

Mr. Daniel Heffernan
Environmental Protection Agency
Region 8 Brownfields Program
1595 Wynkoop Street (EPR-B)
Denver, Colorado 80202-1129

RE: Craig Colorado - Assessment Grant Proposal

Dear Mr. Heffernan:

I am writing to express our support of the Brownfields Assessment Grant application for the City of Craig Colorado. Since the Craig power generating station was constructed in the 1970s, local economic vitality has been inextricably linked with the energy and mining industry. With the scheduled closing of the power station and the resultant decline in the local coal mining industry, Craig is a community that faces many challenges as they work to transition to a more sustainable economy. Key among those challenges are the multiple brownfields located throughout the city such as the Craig Depot and railyard, vacated big box retail stores, and the former Craig Memorial Hospital. The activities outlined in their proposal demonstrate that Craig is taking affirmative steps to transition the local economy for the next century, and that brownfields funding is key to help jumpstart the planning and assessment work that will help trigger community revitalization.

The proposed project will support EPA's efforts in economic development and environmental cleanup by addressing known sources of contamination and helping prepare a number of catalyst sites for reuse and redevelopment. As outlined in Craig's proposal, additional resources are available through the CDPHE Brownfields program to supplement activities outlined in this proposal. The City is aware of the opportunity to apply for state resources to facilitate environmental cleanup through the Colorado Brownfields Revolving Loan Fund and/or the State of Colorado Brownfields (H.B. 1306) program. The State of Colorado also offers a State Income Tax Credit for Remediation of Contaminated Land that can also facilitate cleanup activities.

In summary, we feel the proposed project is a vital component of the city's proactive approach to transition from an energy based economy and explore opportunities for a more sustainable future. As such, and due to our past collaboration with the City, we fully support their continuing efforts to identify



and address potential environmental hazards that currently impede redevelopment of several properties within the City.

Sincerely,

A handwritten signature in blue ink, reading "Douglas C. Jamison".

Douglas C. Jamison
Superfund and Brownfields Unit Leader
Hazardous Materials and Waste Management Division

cc: Melisa DeVincenzi, EPA Region VIII
Matt Ashby, Ayres Associate
Peter Brixius, Craig

IV.E.1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION (45 points)

IV.E.1.a.i. Background and Description of Target Area (5 points)

Located in the Northwest corner of Colorado, the city of Craig represents the ideals of a hard-working, rural mountain town and the face of a changing energy policy gets very personal. The fate and fortunes of this tight-knit town of **9,022** (2019), have been hitched to coal since the nearby Craig Station power plant was built in the early 1970s and expanded several times through 1984. Currently, the plant is estimated to employ 250 people. In addition, the nearby ColoWyo and Trapper Mines employ at least 350 people. Hence, what happens in the world of coal has a ripple effect across the community. In fact, the mining and construction employment sectors are disproportionately represented in the community. This category of jobs is 16 times more prevalent than would be expected nationally in a community this size. In 2019, a local County Commissioner estimated that over 44%% of the county's assessed tax value was represented in properties associated with coal.

Located about 4 hours northwest of Denver, brownfields are prevalent in Craig's downtown core, where parcels adjacent to the railroad are impacted by the changing economy struggling for new investment amid the residual coal dust that has settled over town. No fewer than 50 sites in our target area are indicated on the Colorado Department of Public Health and Environment's records search website. Buildings that were once vibrant in the energy economy's heyday are now struggling to find new occupants. With the dark cloud facing the coal economy, Craig is looking to the future to reposition its economy for the next century. The **RETOOLING CRAIG** brownfield initiative will focus on where our community began, in downtown at the crossroads of Victory Way and Yampa Avenue, to explore opportunities for revitalizing our brownfields into opportunities for a sustainable future. Our target area includes Census Tract 4 (a designated **Opportunity Zone**) and Tract 5 extending outward from the intersection of Yampa Avenue and Victory Way. **Downtown Craig and our priority sites are within the 500-year flood plain.**

IV.E.1.a.ii. Description of the Priority Brownfield Site(s) (10 points)

Our opportunity sites center near the railroad, where past contamination is centered and future prosperity is slated to emerge.

1. Craig Depot & Rail District – The area centered around the 1917 Depot is our primary target area. The region's economy is shifting from resource extraction to one of servicing tourism. The need for transit services is growing exponentially to help access jobs in nearby Steamboat Springs, a bustling ski resort community, which is why this area has been prioritized. As coal use of the rail decreases, long-term opportunities are emerging to utilize the tracks for a commuter rail connection. In the short term, establishing the Depot District as a multimodal transportation hub with affordable housing presents opportunities for redevelopment. Years of coal ash deposits and neighboring welding, oil and auto body operations create concern for health hazards in the area. As expansion of reliable and sustainable connection between these communities diversifies Craig's economy, this district is a prime target for development of affordable housing options not available in Steamboat. Several structures present restoration opportunities along with new construction on vacant land. The Depot can serve as a transit hub and will spur commercial activity on neighboring parcels. Based on proximity to the railroad and use of adjacent sites for machine servicing, contamination is a concern, which is hindering redevelopment of this site and adjacent properties. Additional buildings in the area include the Snare Building at 300 Yampa, a former hardware store that has been most recently used for auto and equipment repair, with vacant lots in the vicinity used for storage of vehicles. The likelihood of oil and other petroleum deposits and residual hazardous substances contamination is high in the area, precluding development interest near the railroad.

2. Oil Services, Auto Repair and Dry Cleaners - At least nine other sites falling under the category of cleaners, oil related facilities or automotive repair reside in our target area. Two service stations, a bulk fuel plant and two dry cleaners present a hurdle for reinvestment due to concerns regarding cleanup costs. Likely contaminants include petroleum from underground storage tanks and possible hydrocarbons, and volatile organic compounds from fuel spilled on site. Solvents associated with

auto repair facilities include both semi-volatile and volatile organics. Concerns for dry cleaners include chlorinated solvents including PCE. As the Depot District experiences additional housing construction, more lower income residents will come into contact with these sites and their contaminants. The perspective that redevelopment is difficult also diverts attention away from these opportunities. While several vacant buildings and properties await investment, the questions regarding possible contamination have not been assessed, creating a barrier to investment, while limiting beneficial reuse of existing infrastructure.

3. Former Kmart & Vicinity 1198 W. Victory – Craig’s Opportunity Zone overlaps with our brownfield area, including the vacant building, formerly home to an automotive center and adjacent to the 3rd Street railroad siding, and two blocks containing oil service uses, fertilizer supply, and auto repair uses with contaminants including VOCs and solvents. Despite concerns regarding historic contamination, the community has generated a conceptual plan to locate a recreation adventure center in the Kmart, capitalizing on the large indoor space to promote outdoor adventure. Retail sales, rentals and tour outfitting is a perfect fit for ReTooling our economy while revitalizing this brownfield site, which was why the area was prioritized. Assessment and resource roadmapping will help get this project on track.

4. Craig Memorial Hospital - This facility closed in 2015 and is known to have extensive asbestos and lead-based paint concerns. The City is interested in assessing associated land so that we can explore possibilities for senior housing with our local housing authority. Currently, few options for senior housing are available, and many retirees move away to find housing where they can age-in-place. In addition to assessments, grant funds could assist in Area Wide Planning to explore these options.

5. 538 Yampa – A prominent commercial building on our Main Street, this building was selected to help minimize the spread of blight. Located adjacent to a former cleaners, brownfield concerns include chlorinated solvents including PCE. Added issues regarding lead, mold and asbestos, have resulted in this building sitting vacant with a hole in the roof. In the past year, two additional neighboring buildings, including the Spicy Basil restaurant, have gone vacant as the blight has spread. Our goal is to assess the hazard and demonstrate a new vision to encourage the owner to invest in redevelopment.

IV.E.1.b. Revitalization of the Target Area (15 points)

IV.E.1.b.i. Reuse Strategy and Alignment with Revitalization Plans (10 points)

Our reuse strategy is based on guidance from the **Moffat County Vision 2025 Transition Plan** (September 2020.) The goal of the plan is to proactively prepare for the region’s transition from a coal-centered economy and is our most recently adopted revitalization plan. Key strategies include supporting expansion of public transit, including exploration of a commuter rail connection with Steamboat, which would base out of the Depot. Coordination with the Regional Transportation Authority is also recommended – a relationship that would be supported by our Brownfield Grant. Under the Infrastructure and Planning goals of the plan, priorities include: Develop workforce housing that meets current and future needs, develop more senior housing options, and beautify Main Street and the downtown area of Craig. Fresh development sites free of environmental contamination will provide opportunities for walkable, mixed-use housing construction near the Depot, offering homes that have convenient access to transit for workers priced out of the Steamboat market. Restored downtown buildings will help to not only beautify Main Street, but will also address health and safety concerns. To help facilitate this effort, the plan recommends establishment of an Urban Renewal Authority, which we are pursuing. A URA would help in providing additional redevelopment resources needed to advance our brownfield redevelopment vision. The Moffat County Vision 2025 Plan also aligns with the redevelopment at the former Kmart site, recommending we position our economy to take advantage of outdoor recreation opportunities.

IV.E.1.b.ii. Outcomes and Benefits of Reuse Strategy (5 points)

Redevelopment of the Craig Depot into a transportation hub will advance the local economy in several ways. First, creating a reliable and sustainable transportation connection with Steamboat Springs will open new opportunities for employment of Craig’s workforce. Second, workforce in

Steamboat struggling to find affordable housing can look to Craig as a viable option. The current median housing value in Craig is \$162,800 vs \$551,000 in Steamboat (Census.gov ACS 2014-2018). Revitalization of Craig Depot and connection with new job opportunities will drive housing interest across Craig, but particularly within our walkable downtown area. Many of our brownfield buildings have upper floors that could be developed into attainable housing for the region's workforce. This driver could provide a significant boost to redevelopment investment in our brownfield target area. In the 300 Block of Yampa alone, there are almost 4.5 acres of vacant property that could be redeveloped into attainable housing, benefitting from the adjacent transportation hub. The historic Snare building is over 14,000-square feet and could be sustainably redeveloped to provide commercial services to commuters and new residents, creating jobs and local sales tax. Assessment and area-wide planning funds will also help us advance interest and stimulate the economy in our **Opportunity Zone (OZ)**. Craig recently completed our OZ Prospectus, highlighting a marketing plan for the zone. This has sparked some interest in the Kmart building, just a few blocks west of the Depot. The revitalization supported by assessment and planning could result in an anticipated 75 jobs plus retail sales tax generation, along with other spin-off businesses once the sites are redeveloped. This project would also help provide jobs with a recreation focus that would aid transitioning Craig Station workers remain in the community. Should this project successfully emerge, we expect several other sites within the OZ will redevelop as well. Sustainability is key to our success; we will be considering the potential for **renewable energy** features and energy efficiency in our vision. The salvaging and reuse of deteriorating buildings like 538 Yampa, 300 Yampa (Snare Building) and the Depot will help us save these historic assets rather than having them demolished and hauled to the landfill.

IV.E.1.c. Strategy for Leveraging Resources (15 points)

IV.E.1.c.i. Resources Needed for Site Reuse (5 points)

The transition of Craig Depot and adjacent properties into a mixed-use transportation hub will rely on extensive partnerships. We will work with the Steamboat Regional Transportation Authority to identify potential transit resources to fund implementation. The establishment of a Regional Transportation Authority would provide a funding vehicle to aid in supporting development of the transit hub. Launched in 2017, the regional bus service has doubled the number of trips from Craig to Steamboat and has experienced a huge increase in ridership. Total riders in December 2018 were 3,038 and from January of 2019 to January 2020, service increased by more than 1000 passengers to 4,499. This 22% growth rate far eclipses expectations and is a strong indicator of the need for transit services. We will also be working with the Moffat County Housing Authority to identify options for affordable, attainable, and market-rate housing to create a safe housing option for essential workers priced-out of the Steamboat market, tapping into Low Income Tax Credit programs. Additionally, we will request that up to \$620K from the City be used to improve sidewalks in our target area.

The State of Colorado is actively working to identify programs that can support communities impacted by coal plant closures. Our elected officials are involved with and closely monitoring potential legislation so we can leverage any funding that become available for infrastructure, economic development and transit support. Additional assistance could be targeted for cleanup, utilizing cleanup funding available through the CDPHE 1306 Program and Colorado OPS Petroleum Brownfield Fund. We also look to utilize possible Revolving Loan Fund grants to advance cleanup. We appreciate that additional resources are necessary to advance ReTooling Craig. The City has budgeted \$85,000 in 2020 supporting our Façade Grant Program to assist our brownfields with redevelopment. Additionally, we have retained a firm to help us in establishing an Urban Renewal Authority to enable access to Tax Increment Financing as a tool to leverage site reuse. Our Area Wide Planning effort will help us to identify targeted requests for additional funding from the sources mentioned above.

IV.E.1.c.ii. Use of Existing Infrastructure (5 points)

The target area includes the core of downtown Craig, extending west along Victory Way which includes traditional municipal utilities and infrastructure, such as water, sewer, gas and electric. The emergence of the Depot District as a regional transit hub will help leverage the bus services that are

already helping to connect Craig to Steamboat and beyond. Bus service between Craig and the nearby ski resort community of Steamboat Springs has increased in ridership by 25% over the past year. Additional service lines are being added to connect Craig with Denver via the new “Bustang” route, further connecting communities. Assessments and area-wide planning will help create a cohesive redevelopment vision for the district, leveraging this growing transit infrastructure. As mentioned above, the 2020 municipal budget includes \$620K in funds allocated for the repairs of sidewalks. The reconstruction of a strong pedestrian environment and an enlivened downtown district is critical for attracting a skilled workforce to new business opportunities spurred by brownfields redevelopment and encourages walkability, reducing transportation costs.

IV.E.2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT (35 points)

IV.E.2.a. Community Need (20 points)

IV.E.2.a.i. The Community’s Need for Funding (5 points)

In early 2020, Tristate Energy announced the closure dates for Craig Station power plant in Moffat County. Unit 1 will close by December 2025, followed by Unit 2 in September 2028, and Unit 3 by December 2029. Craig Station and associated Colowyo and Trapper coal mines currently employ approximately 600 workers in Moffat County, not including indirect jobs. According to data provided by the Colorado Just Transition Office, the power plant and two coal mines employ almost 10 percent of the county workforce and account for 44 percent of total property taxes paid in the county. Additionally, the power plant and coal mines average salary and benefits far exceed other industry wages offered in the area.

These realities have created concern about the economic stability of the community’s future and how the local government will be able to continue to pay for critical services, including public schools, fire districts, libraries, infrastructure improvements, and other government services typically paid for through property, sales, or income taxes. There are additional concerns about how local nonprofit organizations, who backfill many important community services to vulnerable populations, will be able to continue to provide services because much of their revenue stream is generated through donations from the power plant and their employees. This is exacerbated by the concern that even more residents will require support services as direct coal industry workers and ancillary businesses lose their jobs and livelihood. The City of Craig already has a 12.4% resident poverty rate, a rate that’s over 3% higher than Colorado as a whole (9.3%), and a number that’s likely to increase as coal jobs disappear. Additionally, 17% of children in Craig live in poverty, exceeding the State rate by 5% (US Census.)

72% of the population in the heart of the target area is low income (US Census). Median household income in the target area (Census Tract 5) is \$47,273. By contrast, neighboring Census Tract 3 has a household income of \$71,222. Industrial and brownfield properties are commonly situated in areas of low-income or minority communities and Craig is a prime example. With low-income typically comes violent crime, hate crimes, and drug use. Craig is reeling from a double impact related to coal beyond job losses.

IV.E.2.a.ii. Threats to Sensitive Populations (15 points)

(1) Health or Welfare of Sensitive Populations (5 points)

Contamination conditions at existing old industrial sites and blighted properties pose a threat to the health of low-income and minority residents. These populations are more susceptible to respiratory issues, and with the City’s primary public park and swimming pool located just a quarter mile from the railroad, children who rely on this critical recreation resource are likely encountering contamination. They may also be impacted on their walk to and from school at Sandrock Elementary and Craig Middle School, which lie on the north end of our target area. These children may also be at risk of encountering contamination inadvertently or entering into our brownfield sites and buildings. Furthermore, our target area is home to a higher proportion of minorities, and the ubiquitous presence of coal rumbling through downtown has dusted our target area with remnant dust, causing complications to our vision of establishing a transportation hub and residential mixed-use district. Through this grant, brownfields scattered throughout downtown could be assessed and remediated as needed, bringing opportunity for new development that would serve a purpose in the community, lower contamination risk to the sensitive population, and raise employment

opportunities. Eliminating brownfields through this grant would create a snowball effect of positive change and heighten the overall welfare of the community.

(2) Greater Than Normal Incidence of Disease and Adverse Health Conditions (5 points)

Craig has an extended relationship with coal which has produced an afflicted environment for the residents of the city. Groundwater monitoring reports indicate that the City had contaminated groundwater with coal ash at levels that exceed EPA's Maximum Contaminant Levels (MCL) or Colorado groundwater standards. The EPA has identified the Craig Power Station as a contaminated site due to the high levels of heavy metals, including arsenic, boron, cadmium, chloride, nickel, manganese, sulfates, and selenium in groundwater. Such metals found in coal ash are known to be neurotoxic and carcinogenic. In the year 2011 alone, the Craig Power Station generated 352,800 tons of coal ash (ejscreen.epa.gov). The Physicians for Social Responsibility (PSR) states, "If eaten, drunk, or inhaled, these toxicants can cause cancer and nervous system impacts such as cognitive deficits, developmental delays, and behavioral problems. They can also cause heart damage, lung disease, respiratory distress, kidney disease, reproductive problems, gastrointestinal illness, birth defects, and impaired bone growth in children." (<https://www.psr.org/wp-content/uploads/2018/05/coal-ash-hazardous-to-human-health.pdf>). According to the Clean Air Task Force's "tollfromcoal.org" website, the Craig Power Station emits 3,343 tons of SO₂ per year, 11,469 tons of NO_x per year, and 9,109,055 tons of CO₂ per year, all of which contribute to air pollution and burden the respiratory health of the residents.

A review of studies based on the past 30 years showed that people living near coal-fired power plants have higher deaths rates and at earlier ages, along with increased risks of respiratory disease, lung cancer, cardiovascular disease, and other health problems (<https://surgery.duke.edu/news>). Additionally, people living near brownfield land are significantly more likely to suffer from poor health with long-term effects compared to those living in areas with little to no brownfield land (<https://www.dur.ac.uk/news/>) and Craig is no exception. Based on information from SourceWatch.org, a report created for the Clean Air Task Force in 2011, an estimated 24 deaths, 36 heart attacks, and 440 asthma attacks could be attributed annually to Craig Station based on the particulate matter¹. This is reflected in the **higher than normal rate of premature age adjusted mortality** when compared with the State, logging 380 premature deaths per 100,000 people versus Colorado's significantly less rate of 270 per 100,000.² At the same time, rates of cancer among women in Moffat County exceed that of Colorado. The "Cancer in CO" report notes that among women, Moffat County's rate exceeds that of the state by nearly 10% between 2010-2012. The mortality rate of females in Moffat County exceeded the State rate by 8%.³

The extensive truck and rail traffic compound one another's impacts. According to the American Cancer Society, diesel exhaust is classified by the EPA as a potential human carcinogen. Proximity to the railyard can also expose area residents to concentrations of coal dust, which can increase respiratory and heart disease.⁴ The PM_{2.5} associated with diesel has been linked to premature death in people with heart or lung disease and can increase incidence and severity of diseases. The EJ Screen's Lead Paint indicator illustrates that a large portion of structures were built pre-1960, resulting in the target area being in the 96th percentile compared with the state. This is concerning given the fact that affordable units are typically owned or rented by low income residents, creating greater exposure risk. The assessment and redevelopment of sites in this area will help facilitate the cleanup of contaminated sites and construction of new and affordable housing options located near transit opportunities so these populations can connect to jobs.

(3) Disproportionately Impacted Populations (5 points)

The U.S. EPA Environmental Justice (EJ) Screen also shows that Craig has a slightly higher population under the age of 5 and over the age of 64. Both of these age groups are considered sensitive

¹ https://www.gem.wiki/Craig_Station. Accessed 10/12/20.

² www.CountyHealthRankings.org accessed 10/12/20.

³ Colorado Department of Public Health and Environment Cancer Registry 2015. Accessed 10/06/2020: <https://www.colorado.gov/pacific/cdphe/cancerregistry>

⁴ CDC – Coal Mine Dust Exposures and Associated Health Outcomes, Current Intelligence Bulletin #64, April 2011.

populations because of their developing or weakened immune systems and would be categorized as “high-risk” when living in a community burdened by coal mining and a coal power plant. This grant will serve to identify threats in the low-income area of Moffat County to clean up sites riddled with known environmental impacts that contain carcinogens and neurotoxins, while positioning properties for redevelopment into workforce housing with access to reliable public transportation and employment opportunities. In Census Tract 5, 19.7% of Seniors 65 and over live in poverty, compared with Colorado’s rate of 7.5%. Additionally, the area is home to nearly double the statewide rate of Native Americans (census.gov). These populations have been historically disproportionately affected by environmental contamination and are often victims of environmental justice issues. This grant will help such communities by assessing and remediating local contaminated areas and redeveloping them reducing nearby populations from exposure and resulting in beneficial multi-use properties— such as a transportation hub and affordable housing, which would allow low-income and minority populations to have broader access to other communities and employment opportunities and a safe, affordable place to live. Leveraging multiple community benefits is at the essence of what we mean by Retooling Craig.

IV.E.2.b. Community Engagement (15 points)

PARTNER	POINT OF CONTACT	SPECIFIC ROLE IN PROJECT
Moffat County Housing Authority	Susan Hope, Executive Director shope@moffatcounty.net 970-824-3660	Site selection, reuse planning, affordable housing advisement
Steamboat Regional Transportation Authority	Jonathan Flint jflint@steamboatsprings.net 970-879-3717	Transit Hub redevelopment, transit station guidance
Memorial Regional Health	Jennifer Riley, VP of Operations jennifer.riley@memorialrh.org 970-826-3109	Catalyst Site Owner, will assist in providing health perspective
United Way of Moffat County	Kristen Vigil director@unitedwaymoffat.org (970) 824-6222	Connection with at-risk populations, selection of sites.
Moffat County	Ray Beck, County Commissioner	Connection to “Just Transitions” Committee.
	rbeck@moffatcounty.net 970-824-9115	

IV.E.2.b.iii. Incorporating Community Input (5 points)

We have established a Steering Committee that includes members from various community organizations that will guide our community involvement. The members listed above will be engaged in selecting key sites and guiding future site reuse during our Area Wide Planning effort. We will use these connections to broaden the outreach using our networks. A variety of communication methods will be used to reach stakeholders in the area: flyers, social media posts, e-mail, City website, individual phone calls, and press releases to local media and newspaper outlets will all be utilized to advertise public meetings and provide project updates, along with spreading the word through our various community partners. In addition to our Scavenger Hunt/Public Kickoff meeting and Area Wide Planning Workshop events, our team will work to explore production of short video updates for the project to enable concise and accessible information to be distributed to a wide audience of stakeholders. These updates will be provided to the senior center to run on their lobby TV, to the school district to help engage students, and will be run on the City public access cable channel. In addition to the workshops described above, we will work with the newspaper to run updates and newsletters that target members of our community who are more comfortable with printed materials. To address social distancing concerns during Covid-19, our team has researched several online

meeting platforms and is comfortable with our abilities to deploy public engagement effectively via these measures. Specifically, we look to use Survey Monkey, Facebook, and the Konveio Online Meeting Platform. Additionally, we have identified the possibility of using a “Drive-In” meeting setup to ensure the comfort of our residents in participating safely. Using digital media, including visualization and social media posts/video will help us reach a broader cross-section of the community when the time is convenient for them.

In an effort to connect with lower income populations and those interested in transit and affordable housing opportunities, we intend to provide copies of our newsletters to riders of the transit service. Riders, while commuting, consist of a “captive audience” during their shuttle time, and may be more likely to respond to surveys. We also plan on holding our workshops in a location near current shuttle drop off sites at times that are convenient for this population to participate on their way to or from work.

In addition to our Kickoff/Inventory workshop, we will also conduct area-wide planning with a charrette-style workshops targeted at exploring redevelopment opportunities in the Depot District. Considering the transit hub as a central driver, we will invite broad community participation to identify locations for supporting uses, including housing, commercial, retail, parking and bus circulation. Based on the vision generated for the area, we will conduct individual outreach with property owners to explore how their properties could be assessed and reused. We are investigating the possibility of running a “Drive-In Public Meeting” using digital tools to address social distancing requirements, or digital meeting platforms to address COVID-19 safety concerns. At the end of this area-wide planning workshop, we will develop 3D modeling, renderings, economic analysis and illustrations wrapped into a video that can be used to communicate the vision and encourage community investment. This information will be provided in draft form to confirm the community vision and then refined based on feedback.

Near the end of the project, a final wrap up open house will be conducted to invite the community to review the results of the project and confirm future directives to pursue resulting from the Brownfield Project, ranging from redevelopment recommendations to collaboration between housing and transportation advocates. We plan to continue engaging the community throughout the grant by holding periodic community meetings at key points and will endeavor to not only inform the community, but solicit their input, consider that input as we work through assessment, cleanup and reuse options and follow up with the community members on which options are ultimately selected and the reasons for these selections. Our kickoff/inventory workshop and ongoing community communications are included in Task 2, while the remainder of our public meetings are included in Task 3 – Area Wide Planning. We will work with our partners to identify any language barriers and address with translators at community meetings.

IV.E.3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS (50 points)

IV.E.3.a. Description of Tasks/Activities and Outputs (25 points)

IV.E.3.a.i. Project Implementation	IV.E.3.a.ii.	IV.E.3.a.iii.	IV.E.3.a.iv.
Task 1: Grant Management - \$15,000	Schedule	Lead	Outputs
Steering Committee Establishment – Gather local working group to guide project.	2021 Q2	City	Committee Established
Contractor Procurement – Following federal process to procure a qualified environmental consultant.	2021 Q2	City	RFP Issued, QEP Secured
Quarterly/Annual Reporting – Contractor will assist in completing required quarterly and annual reporting.	Ongoing	QEP, City	Timely Reports submitted
Travel/Training - Funding has been budgeted for city staff to participate in National Brownfield training Conference.	2021 Q3 + Others	City	Sessions attended
Ongoing Project Management Coordination – Hold bi-weekly calls with Steering Committee/Staff.	Ongoing	City	Calls completed, project on schedule

Task 2: Site Inventory & Ongoing Community Engagement Outreach - \$35,000		Schedule	Lead	Outputs
Inventory list compiled with Steering Committee		2021 Q3	City	Complete Inventory
Website launched, background info completed		2021 Q3	City	Website active
Public Meeting 1: Brownfield Scavenger Hunt Event - Public kickoff and identification of potential investigation sites and introductory meeting. (Online) Business engagement to identify economic opportunities to fill brownfield sites.		2021 Q4	QEP, City	Events conducted. Public Inventory completed. Business outreach completed.
6 Newsletters Published		Ongoing	City	Newsletters
Task 3: Area Wide Planning - \$90,000		Schedule	Lead	Outputs
Public Meeting 2: Design Workshop - exploration of redevelopment opportunities aiding transit access and functionality in the Hub area. ID of housing sites near the Depot. 3 Day workshop with sessions open to broad cross-section of community.		2022 Q2	QEP, City	Workshop completed.
Redevelopment visualization illustrating potential buildings, infrastructure expansion, road networks adjustments and other key elements.		2022 Q4	QEP, City	3-4 renderings, 1 3D visualization. 3 Vision maps.
Discussions of development character to create land use concept for district, resource road mapping to identify incentives and financial pro-forma reports.		2022 Q4	QEP, City	1 Land use map, 1 resource roadmap, 3 finance reports.
Planning summary created & distributed		2023 Q1	QEP	1 report published.
Public Meeting 3: Review of area wide planning. Community feedback session + revisions.		2023 Q2	QEP, City	Review completed, report revised.
Public Meeting 4: Grant closeout public meeting		2024 Q2	QEP	Meeting held.
Task 4: Environmental (Phase I, II, Remediation Planning) - \$150,000		Schedule	Lead	Outputs
QAPP will be coordinated for approval by Region 8		2021 Q3	QEP	QAPP Approved.
10 Phase I Reports (Incl. Site Eligibility Determinations, Access Agreements) (per ASTM E1527-13)		Ongoing	QEP	10 reports completed.
4 Phase II Reports (Includes Access Agreements)(per ASTM E1527-13)		Ongoing	QEP	4 reports completed.
Completion of 3-4 draft ABCAs and facilitate discussions with CDPHE regarding entry of site into the VRP.		Ongoing	QEP, City	Summary report published.
Completion of closeout report		2024 Q3	QEP,	Report filed.

IV.E.3.b. Cost Estimates (20 points)

Budget Categories		Project Tasks (\$)				Total
		Task 1: Grant Management	Task 2: Inventory/ Outreach	Task 3: Area Wide Planning	Task 4: Environmental	
Direct Cots	Personnel					
	Fringe Benefits					
	Travel	\$3,000				\$3,000
	Equipment					
	Supplies					

	Contractual	\$12,000	\$35,000	\$90,000	\$160,000	\$297,000
	Other					
Total Direct Costs		\$15,000	\$35,000	\$90,000	\$160,000	\$300,000
Indirect Costs ³						
Total Budget		\$15,000	\$35,000	\$90,000	\$160,000	\$300,000

Personnel Costs: Note – personnel costs for management of the grant will be provided as in-kind services. The estimated hours are approximately 5 hours per week, totaling 780 hours over the life of the grant with a blended hourly rate of \$25.00 for a total estimated value of \$19,500.

Note: 30% of the grant is to be used for Area Wide Planning

Note: Costs have been confirmed with an environmental QEP and regional planning consultant and verified by our planning staff and recent project experience.

Task 1: Grant Management/Training - \$15,000

-Travel includes an assumed \$1,500 per trip for staff to attend the National Brownfield Conference in Oklahoma City and a second trip to be determined. (\$500 flight, \$200/night hotel x3, Registration @ \$250, Meals @ \$50/Dayx3 = **\$3,000**)

-Contractual assumes approximately 80 hours for coordination calls and 40 hours @ \$100/per hour for input into quarterly and annual reporting totaling **\$12,000**.

Task 2: Inventory/Outreach - \$35,000

-Inventory assumes 3-day public meeting, including engagement outreach preparation and follow up to take approximately 100 hours @ \$150/per hour = **\$15,000**.

- Newsletter updates and social media posts (84hours @ \$120/hour = **\$10,000**.)

- Creating the inventory, 72 hours @ \$140 = **\$10,000**.

(Note: Our additional public meetings are budgeted for under Area Wide Planning.)

Task 3: Area Wide Planning - \$90,000

-3 public meetings/workshops with anticipated consultant support for 5 days on-site, allocated for engaging and interactive workshops are budgeted at approximately 320 hours @ \$125/hour for staffing, preparation, on-site workshops and summary recommendations = **\$40,000**.

-Site visualization estimated 285 hours at \$105/hour (\$7,500 per site, with 4 budgeted. **\$30,000**)

-Additional mapping and report completion (154 hours at \$130 per hour = **\$20,000**.)

Task 4: Environmental Assessment - \$160,000

-Cost estimates factor in the remote nature of Craig, includes 10 Phase I ESAs @ \$4,000 each **\$40,000**.

-4 Phase II ESAs (cost depending on site size and complexity, includes Sampling and Analysis Plan, estimated @ \$26,500 each totaling **\$106,000**).

-Completion of 3-4 draft ABCAs and facilitate discussions with CDPHE regarding entry of site into the Voluntary Remediation Program at **\$6,000**.

-QAPP plus updates is estimated at **\$8,000**.

IV.E.3.c. Measuring Environmental Results (5 points)

In cooperation with the EPA Region 8 project officer, we will develop a workplan, including a timeline for activities to be conducted under the grant. Our team has a basic understanding of the ACRES system and will develop quarterly reports and a final report to track and document grant related activities and outputs. The program manager will track the accomplishments/outputs compared to the schedule in the workplan and will periodically meet with those involved in each task to make sure activities stay on schedule. The program manager will take corrective actions should it appear that an activity may slip. We will track the number of jobs created and funding

leveraged through the economic reuse of sites as well as the number of acres made ready for reuse. Additional results will include access to new housing units, and increased transit ridership. We will also track number sites assessed, number of brownfields that change ownership, private investment dollars leveraged, and increased property/sales tax revenue generated. We will regularly meet to review/compare the schedule progress against the workplan schedule and goals and determine if corrective actions are needed to remedy any problems/issues.

IV.E.4 PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE (25 points)

IV.E.4.a. Programmatic Capability (15 points)

IV.E.4.a.i. Organizational Structure (5 points)

The City of Craig has the systems, processes, and procedures in place to effectively manage the grant as demonstrated by our ability to successfully manage other state and federal grants. Our talented administration team is flexible in accommodating a diversity of tasks and can manage the administrative, financial and technical aspects of this grant. Our Steering Committee includes members from the City, Regional Transit Authority, Housing Authority, County, and Medical Center to ensure that a broad cross-section of leadership is available to direct the project.

IV.E.4.a.ii Description of Key Staff (5 points)

Peter Brixius is the City Manager with over 25 years of management experience. He will project manage the grant. With both public and private sector experience, Peter manages a \$23 million budget for Craig. Peter handles the city management including 5 departments that include three Enterprise Funds, the Economic Development Committee, and the City's General Fund Departments. **Chris Nichols** has served Craig in various positions since 1984. He currently serves as a Councilman for Craig City Council and is active in the City's efforts in Economic Development, the Associated Governments of Northwest Colorado, and the Colorado Municipal League policy committee. He will assist in guiding our technical activities. **Bruce Nelson** has served as the Craig Finance Director for the last 23 years. Overall, he has a total 40 years of experience with municipal and state governments. Each of these individuals will be involved in management of the grant, and should any depart, the others will be able to fill their role.

IV.E.4.a.iii. Acquiring Additional Resources (5 points)

The City of Craig is comfortable with Procurement Standards in 2 CFR 200.317-326 in finding contractors who can provide the services contemplated under the **Retooling Craig** approach. We will use a qualifications based selection process and will include guidance to attract and utilize minority and women owned businesses. The preferred QEP will be familiar with and will have managed USEPA Assessment grants and have planning and economic development staff. We are also comfortable using Technical Assistance to Brownfields program from Kansas State University and Colorado Brownfield Partnership for additional questions.

IV.E.4.b. Past Performance and Accomplishments (10 points)

IV.E.4.b.ii. Has Not Received an EPA Brownfields Grant but has Received Other Federal Aid

4.b.ii(1) Purpose and Accomplishments -The City of Craig has not received a Brownfield Grant in the past, but has worked with State and Federal programs, including the USDA REDI program. We recently received a USDA Rural Business Development Grant for Craig Revolving Loan Fund totaling \$50,000 and a CDOT Multimodal Options Fund Grant for Downtown Sidewalk Improvements at \$308,535. This funding is being leveraged with over \$300,000 in local funds to ensure that our downtown has safe, walkable sidewalks. In 2019 alone, we successfully managed \$1.6 million in grants, and have added another \$986,000 in grants in 2020 to date.

4.b.ii(2) Compliance with Grant Requirements We have successfully completed all requirements, including compliance with workplan, schedule, terms and conditions, submitting progress reports and progress in meeting the expected results in a timely manner.

Threshold Criteria for Assessment Grants

1. Applicant Eligibility

The applicant for this combined EPA Community Wide Assessment Grant is the City of Craig, Colorado. The City of Craig fulfills the definition of an “eligible entity” by being a recognized political subdivision as defined by the State’s legislative definition of a political subdivision per 40 CFR stats. 35.6016 (a) (31). The City of Craig is a General-Purpose Unit of Local Government as defined in the eligibility requirements for this grant.

2. Community Involvement

We have established a Steering Committee that includes members from various community organizations that will guide our community involvement. We will use these connections to broaden the outreach using our Steering Committee’s networks. Based on experience, a variety of communication methods will be used to reach stakeholders in the area: flyers, social media posts, e-mail, City website, individual phone calls, and press releases to local media and newspaper outlets will all be utilized to advertise public meetings and provide project updates, along with spreading the word through our various community partners. In addition to our Scavenger Hunt/Public Kickoff meeting and Area Wide Planning Workshop events, our team will work to explore production of short video updates for the project to enable concise and accessible information to be distributed to a wide audience of stakeholders. These updates will be provided to the senior center to run on their lobby TV, to the school district to help engage students, and will be run on the City public access cable channel. In addition to the workshops described above, we will work with the newspaper to run updates and newsletters that target members of our community who are more comfortable with printed materials.

To address social distancing concerns during Covid-19, our team has researched several online meeting platforms and is comfortable with our abilities to deploy public engagement effectively via these measures. Specifically, we look to use Survey Monkey, Facebook, and the Konveio Meeting Platform. Additionally, we have identified the possibility of using a “Drive-In” meeting setup to ensure the comfort of our residents in participating safely. Using digital media, including visualization and social media posts/video will help us reach a broader cross-section of the community when the time is convenient for them.

In an effort to connect with lower income populations and those interested in transit and affordable housing opportunities, we intend to provide copies of our newsletters to riders of the transit service. Riders, while commuting, consist of a “captive audience” during their shuttle time, and may be more likely to respond to surveys. We also plan on holding our workshops in a location near current shuttle drop off sites at times that are convenient for this population to participate on their way to or from work.

3. Expenditure of Assessment Grant Funds

The City of Craig does not have an active EPA Brownfields Assessment Grant.

Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

10/28/2020

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name:

City of Craig

* b. Employer/Taxpayer Identification Number (EIN/TIN):

* c. Organizational DUNS:

0941620880000

d. Address:

* Street1:

300 W. 4th Street

Street2:

* City:

Craig

County/Parish:

* State:

CO: Colorado

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code:

81625-2713

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

* First Name:

Peter

Middle Name:

* Last Name:

Brixius

Suffix:

Title:

City Manager

Organizational Affiliation:

* Telephone Number:

970-826-2023

Fax Number:

* Email:

pbrixius@ci.craig.co.us

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Environmental Protection Agency

11. Catalog of Federal Domestic Assistance Number:

66.818

CFDA Title:

Brownfields Assessment and Cleanup Cooperative Agreements

* 12. Funding Opportunity Number:

EPA-OLEM-OBLR-20-06

* Title:

FY21 GUIDELINES FOR BROWNFIELD ASSESSMENT GRANTS

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

City of Craig Brownfields Assessment Grant - ReTooling Craig Initiative

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="300,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="300,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email: * Signature of Authorized Representative: * Date Signed: